

into the touring car the driver stepped on the gas. The car shot across 19th Street, zigzagged down the avenue to 15th Street, turned west and was lost to sight. So far as is known nobody took the license number.

Although Russell and Brown had receivers in their overcoat pockets they made no attempt to use them. They told Mr. Whyard later that they were momentarily paralyzed by the boldness of the attack.

Witnesses of the hold-up told the police they thought it was a movie picture episode. The victims of the robbery have only a meagre description of the lone thug who grabbed the bag and no description of the other men. Marro was detained at the scene.

Marro was detained at the West 30th Street station as a material witness. A woman witness of the robbery whose name was withheld by the police was also held for a time as a witness.

Three Shots Fired as Three Thugs Rob Two Men Carrying \$800 Payroll.

WEST SIDE CROWDS WATCH HOLD-UP AS VICTIM BEGS AID

Residents of 11th Avenue near 11st Street and those whose business or pleasure took them to that neighborhood were diverted by seeing two men held up there Saturday morning at 10:30 o'clock by three armed thugs who robbed the elder of the victims of an \$800 payroll and fired two shots at him as they hastened off.

The man who was robbed was backed against the wall of a building by two of the thugs, who held revolvers against his body. While he was in this position, his hands above his head, he vainly implored those who stood nearby to help him, calling out that he was being held up. But the 11th Avenue audience made no move whatever to go to his aid, merely standing by and watching as if this were one of the interesting events of city life. People living in the tenements of the neighborhood watched the robbery from their windows as from reserved seats.

When the robbery was accomplished and the three highwaymen made their escape in a motor car the neighborhood was left in its pursuits as if nothing unusual had happened.

The police urged that nothing about the robbery be made public by the victim, but the story of it was told to the Evening World.

George Schauer, fifty-five years old, of No. 673 Ninth Avenue, and Joseph Kirchner, twenty-two, of No. 117 Union Place, South Bergen, N. J., employees of the wholesale grocery establishment of John S. Sills & Sons, No. 604 West 37th Street, drew \$800 from a Fifth Avenue bank on Saturday morning as an addition to their direct pay. Schauer put the money in an inner pocket of his waistcoat.

Walking from a 42d Street cross-town car at 11th Avenue, they started southward. At 41st Street the three hold-up men confronted them and, while one backed Kirchner to one side, the other two forced Schauer against the wall. It was evident that they knew he carried the money. In order to get it they threw the elder man to the sidewalk and one of them put a knife upon his neck, while the other two, open his waistcoat and got the payroll.

As the thieves ran off to their motor car in 11th Street Schauer drew his pistol and fired a shot at the receding car. The thieves replied by firing two ineffectual shots at him.

BROOKLYN HOLD-UP NETS THUGS \$700

Brooklyn Police Headquarters reported today a robbery by armed thugs on Saturday night which netted the criminals \$700 and was accomplished while Capt. John McCloskey and Detective Casey were speeding to the scene in an automobile.

Four men entered Joseph Schauer's meat market at Pacific Street and Washington Avenue at 10 o'clock. In the shop were Schauer, four of his employees and Thomas and Frank Fugio, owners of a vegetable stand in the market. A woman customer had left the market just before the thieves entered and something about them prompted her to remain on the sidewalk and peer through the window.

She saw the quartet draw revolvers. One took his stand at the door. Two drove the four butchers and the two Fuscos into the ice box and closed the door. The fourth man, with revolver leveled, ran to the cashier's cage where Schauer had just counted \$700 the day's receipts. The thief grabbed it and dropped it in his pocket.

In the mean time the woman had run to the Grand Avenue Police Station, two blocks away, and reported the robbery. McCloskey and Casey jumped into McCloskey's car. When they reached the Washington Avenue side of Schauer's Market the thieves' car was turning into Pacific Street and they were unable to catch it.

MILLION IN LONDON TO BOYCOTT BEER

Labor Federation Will Make National Issue on Brewers' Wage Reduction.

LONDON, Feb. 20 (Associated Press).—A considerable proportion of the dock workers and car drivers in the London area to-day obeyed the instruction of the National Federation of Transport Workers for a boycott on beer, which is an answer to the alleged excessive price being charged for this form of beverage and the recent cuts of workers' wages by the brewers.

The Federation purposes making the boycott nation-wide, involving a million dock and road transport workers. No orders have been issued regarding the boycott for workers outside of London.

GAIN STRENGTH AFTER GRIP.
Father John's Medicine rebuilds strength and health. All pure food.—Adv.

SHIP SUBSIDY MAY WIPE OUT LAST CENT OF \$4,000,000,000, EXPECTED COST OF U. S. FLEET

All Receipts Thus Far From Sales of Hulls and Lands Have Been Swallowed Up in Expenditures of Board in Keeping Vessels Afloat.

Against Ships and Materials Now Estimated at \$397,000,000 Claims of \$210,000,000 Are Pending for Amounts Alleged to Be Due.

By Martin Green.
(Staff Correspondent of The Evening World.)

WASHINGTON, Feb. 20.—While Congress is floundering about in a welter of perplexity over how its members can stick the taxpayers for a few billion dollars to go into a campaign fund disguised as a "Soldiers' Bonus," a Government investment of approximately four billion dollars is trickling, unnoticed, through the fingers of office holders into a hole that has no bottom.

Instead of maintaining themselves from receipts since the decision to sell the Shipping Board properties was reached the Board and its subsidiary, the Emergency Fleet Corporation, have spent hundreds of millions of appropriated dollars. Few ships and little materials have been sold. Receipts from the sale of lands and houses have been swallowed up in expenditures. The index of experience points to the probability that the enormous investment of the Government in ships will soon be wiped out.

Furthermore, even after private owners shall have accumulated the best of the ships at rock bottom prices, and the others have been left on the hands of the Government to rot, it is proposed by this Administration to pay to the operators and owners of the ships a subsidy of \$35,000,000 a year. In eight years, as will be explained further on, the subsidy will have reimbursed the owners for what they paid for the ships and if a policy of stretching the payments over a long period is adopted—and no other policy is being considered—many of the owners will have received their purchase money back by way of the subsidy before they have actually paid it out for the ships. No matter how the subsidy is disguised it will come out of the pockets of the taxpayers.

The people of this country spent out of taxes, by Congressional appropriation and allotment by the President, for the purpose of a merchant marine, from the time of the inception of the Shipping Board in 1916, to July 1, 1921, the sum of, \$3,306,000,000.

According to figures compiled by Representative Byrnes of South Carolina the Shipping Board will have spent in the fiscal year ending June 30, 1922, \$300,000,000.

The Shipping Board and Emergency Fleet Corporation is asking for an appropriation for the fiscal year ending June 30, 1923, of, \$100,000,000. Inasmuch as experience has shown that appropriations are generally disbursed, the merchant marine of the United States stands the people the sum of, \$3,706,000,000.

To show for it they have on the face of the latest figures submitted to Congress:

Ships valued at, tentatively, based on estimates of what they would bring, if sold, \$255,000,000
Other assets inventoried as at "fair value," 142,401,612

Total assets, \$397,401,612
Against which there is an offset of net claims for moneys alleged to be due of approximately, \$210,000,000

Leaving net assets of, \$187,401,612
But if the Shipping Board and Emergency Fleet Corporation continue to spend money at the rate established by precedence the assets will eventually be dissipated and the merchant marine by the time all the usable ships have passed into the hands of private owners will have cost the people close to \$4,000,000,000.

Four billion dollars!

Almost half the total of the debt owed us by our allies and associates in the war! We have a slight chance of recovering the money our late allies and associates owe us, but \$3,706,000,000 of hard American people's tax in ships will never come back, and the balance remaining of the investment is bound for the port in oblivion where the \$3,706,000,000 are anchored for eternity.

Chairman A. D. Lasker of the Shipping Board told a sub-committee of the Appropriations Committee of the House a month ago that after the next fiscal year the Board will probably not require any appropriations. But he was unable to venture an idea of how long the Shipping Board and the Emergency Fleet Corporation, which latter has now taken over practically all but perfunctory duties of the Shipping Board, will continue to spend money.

There is no legal limit to the life

of the Shipping Board. At the time it was created there was an idea in the minds of some of the statesmen that it might, after the war, operate the ships it was to build and get the cost back in profits from freight and passengers. That idea has been abandoned. The Emergency Fleet Corporation has a legal life of five years after the President declared peace with Germany.

On the payroll of the Shipping Board and Emergency Fleet Corporation are thousands of experienced office holders who are drawing better pay than they ever enjoyed before in their lives. It is an axiom in Washington that a Government bureau is practically death proof. The payroll boys are wonderful doctors.

For the benefit of Congress the Shipping Board—for the first time in its history, by the way—has prepared a statement of assets and liabilities from which most of the figures set forth earlier in this article have been taken. It will interest the people to know what they spent their money for and what they possess for the expenditure. Here is how the money was spent.

Net amount invested in vessels after deduction of proceeds from sales of vessels, \$2,667,000,000
Shrinkage of assets at July 1, 1921, 206,000,000
Net assets, July 1, 1921 (exclusive of fleet), 190,000,000
Operating gains or losses, administrative expenses and miscellaneous losses, 128,000,000

Total appropriations and Presidential allotments expended, \$2,306,000,000

The assets are listed as follows:

Materials and supplies, including machinery and equipment, land, buildings and dry docks; also uncompleted wooden hulls (which cost \$17,641,358) at "present fair value," \$70,262,700
Real estate in New York, fuel oil stations and ships and dry docks under construction, 72,138,912

Total, \$142,401,612

No valuation is placed by the Shipping Board on the 1,450 steel steam vessels and the 264 wooden ships owned by the free and untrammelled American people. About 1,000 of the steel vessels are tied up and the cost of protecting them from the elements and burglars runs to about \$3,000,000 a month. The Shipping Board rates the wooden ships as practically worthless. The last bid was \$2,400 each for the whole fleet, but the bid was rejected because of alleged technical irregularities and the bidders have brought suit to establish their right to the ships.

In connection with this bid of \$2,400 each for the wooden ships it is said by men who built wooden ships that the equipment and fittings, such as wireless outfit, navigating instruments, hawsers, anchors and anchor chains, etc., is worth more than \$2,400 per ship. And in the case of ships tied up in the James River, at least, the fittings and equipment have been taken ashore and stored in Norfolk.

If the bid is finally upheld by the courts, and the Shipping Board is compelled to return the equipment and fittings to the ships, the total cost of removal, storage and replacement will be about \$2,000 per ship.

Experts in the Shipping Board have told Congress that the gross tonnage of the ships is around 19,000,000 dead weight tons, exclusive of the wooden hulks. Dead weight tons means tons of fuel, cargo and supplies that can be carried.

These same experts have said that 5,000,000 tons represents first-class ships. The other half of the steel fleet is composed of from fair to worthless vessels. The original cost of the ships ranged from \$140 a dead weight ton to \$210 a dead weight ton. Some ships cost as high as \$270 a ton.

Ship owners and operators tell me that a fair present value for the best vessels built or owned by the Shipping Board is \$35 a dead weight ton. This figure is for freight vessels. Passenger ships are sold according to their speed, accommodations, decorations, etc.

Shipping Board experts have placed a tentative value of \$37.50 a ton on the best vessels but have hesitated to even guess what the other ships are worth. Owners and operators tell me that ships representing probably 1,000,000 dead weight tons are useless and that if the remaining 4,000,000 tons can be sold, a price of \$20 a ton would be a liberal estimate of the return.

To arrive at a fair estimate of the value of the ships the writer has listed 5,000,000 tons at \$35 a ton, or \$175,000,000, and 4,000,000 tons at \$20 a ton, or \$80,000,000, a total of \$255,000,000. Their present value applies approximately 10 per cent. of their cost and they are deteriorating rapidly. Against this apparent value should be set the cost of reconditioning them when and if they are sold, and I could find nobody who would guess at that. Paining the steel-up ships alone, which must be done within six months, according to Shipping Board experts, will cost approximately \$1,500,000 a ship, a total of about \$1,500,000. Ships are an expensive luxury to the American people.

Further details of the state of the Nation's investment in a merchant marine will appear in succeeding issues of The Evening World.

To Stop a Cold in One Day. Take Laxative BROMO QUININE tablets. The genuine bears the signature of E. W. Grove. Be sure you get BROMO, 25c.—Adv.

Debs. and Matrons Wait on Desk, Sell Newspapers and Hop Bells



SOCIETY WOMEN, AS HOTEL HELP, GATHER BIG TIPS

Smart Set Takes Charge of Biltmore to Aid Tuberculosis Society.

Tips of from \$1 to \$5 to New York society women who were acting as waitresses, selling newspapers, cigarettes and checking coats featured the first two hours of the experiment of women taking over the management of the Biltmore for to-day. It. W. Joraleman of Colorado, who is stopping at the Biltmore, gave Mrs. Warren Rishel a \$5 bill when she pinned one of the buttons she is selling to his coat lapel. All money taken in by the hotel will go to the Society for the Prevention and Relief of Tuberculosis.

Promptly at 6 A. M. to-day Mrs. Joseph Griswold Dean and Mrs. Lindsey Tappan took positions at the main desk and were ready to check out or room any guests. Only a few of the 200 society women who volunteered to work at the Biltmore were late in arriving. Many of them stayed at the hotel last night so they would be easier to get to work. Miles Burke, head detective, started the ball rolling when he purchased a package of cigarettes at 6:05 A. M. from Miss Carolyn Frances McCon, and paid her \$1.

At 6 o'clock Mrs. Frederic Cuykendall, head waitress for the first shift in the dining room, said that each of her forty waitresses had served ten persons, and each averaged \$1 in tips from each person.

To-day's programme is filled with musicals, dances, supper entertainments and midnight frolics. There will be a dramatic playlet, "Around the Clock With a Debutante," in which society girls will display all midday's finery in sequence from dawn to midnight. Another fashion show will include many prominent society women, who will wear the same gowns they displayed at the recent reception given by Mrs. W. K. Vanderbilt 5d. Miss Ruth Vanderbilt Twombly is President of the Eglea and Pandanus societies and committees read like a late edition of the Social Register.

15,000 GREET BISHOP.
Catholics to the number of 15,000 attended the reception to the Right Rev. Thomas Edmund Molloy, third Bishop of the Catholic diocese of Brooklyn, at the armory of the 16th Infantry last night. Thomas E. Murray presided. The address of greeting was by Justice William G. Kelly, who pledged the allegiance of 500,000 Catholics of Brooklyn.

The pledge of Queens County churchgoers was made by Justice Leander B. Faber, Nassau County, and Mayor James E. Burns of Glen Cove, and the pledge of Suffolk County Catholics was made by United States Circuit Court Judge Martin T. Manton.

ERIE RAILROAD DENIED INJUNCTION AGAINST NEWARK.
The application of the Erie Railroad Company for a temporary injunction to prevent the City of Newark from interfering with the laying of tracks in a street was denied to-day by Vice-Chancellor Vivian M. Lewis at Paterson. When the old bridge over the Passaic River was condemned the railroad company built a new bridge, but was not permitted to connect the station with the bridge by tracks through the street pending an agreement to eliminate grade crossings. When workmen tried to lay the tracks the city prevented them. The Vice-Chancellor said the matter was one for the civil courts.

GIRL WHO SHOT HER BROTHER TO SAVE HER FATHER

Smart Set Takes Charge of Biltmore to Aid Tuberculosis Society.

Tips of from \$1 to \$5 to New York society women who were acting as waitresses, selling newspapers, cigarettes and checking coats featured the first two hours of the experiment of women taking over the management of the Biltmore for to-day. It. W. Joraleman of Colorado, who is stopping at the Biltmore, gave Mrs. Warren Rishel a \$5 bill when she pinned one of the buttons she is selling to his coat lapel. All money taken in by the hotel will go to the Society for the Prevention and Relief of Tuberculosis.

Promptly at 6 A. M. to-day Mrs. Joseph Griswold Dean and Mrs. Lindsey Tappan took positions at the main desk and were ready to check out or room any guests. Only a few of the 200 society women who volunteered to work at the Biltmore were late in arriving. Many of them stayed at the hotel last night so they would be easier to get to work. Miles Burke, head detective, started the ball rolling when he purchased a package of cigarettes at 6:05 A. M. from Miss Carolyn Frances McCon, and paid her \$1.

At 6 o'clock Mrs. Frederic Cuykendall, head waitress for the first shift in the dining room, said that each of her forty waitresses had served ten persons, and each averaged \$1 in tips from each person.

To-day's programme is filled with musicals, dances, supper entertainments and midnight frolics. There will be a dramatic playlet, "Around the Clock With a Debutante," in which society girls will display all midday's finery in sequence from dawn to midnight. Another fashion show will include many prominent society women, who will wear the same gowns they displayed at the recent reception given by Mrs. W. K. Vanderbilt 5d. Miss Ruth Vanderbilt Twombly is President of the Eglea and Pandanus societies and committees read like a late edition of the Social Register.

15,000 GREET BISHOP.
Catholics to the number of 15,000 attended the reception to the Right Rev. Thomas Edmund Molloy, third Bishop of the Catholic diocese of Brooklyn, at the armory of the 16th Infantry last night. Thomas E. Murray presided. The address of greeting was by Justice William G. Kelly, who pledged the allegiance of 500,000 Catholics of Brooklyn.

The pledge of Queens County churchgoers was made by Justice Leander B. Faber, Nassau County, and Mayor James E. Burns of Glen Cove, and the pledge of Suffolk County Catholics was made by United States Circuit Court Judge Martin T. Manton.

ERIE RAILROAD DENIED INJUNCTION AGAINST NEWARK.
The application of the Erie Railroad Company for a temporary injunction to prevent the City of Newark from interfering with the laying of tracks in a street was denied to-day by Vice-Chancellor Vivian M. Lewis at Paterson. When the old bridge over the Passaic River was condemned the railroad company built a new bridge, but was not permitted to connect the station with the bridge by tracks through the street pending an agreement to eliminate grade crossings. When workmen tried to lay the tracks the city prevented them. The Vice-Chancellor said the matter was one for the civil courts.

ULSTER RELEASES 14 IRISH ARMY MEN
Football Team Captured Last Month Set Free on Orders of Viceroy.

BELFAST, Feb. 20 (Associated Press).—The members of the Irish Republican Army football team, captured at Dromore last month, were released from the Londonderry jail this morning in conformity with the order issued last night by Viscount Fitzalan, the Viceroy.

The released men were conveyed in motor cars across the Irish Free State border in Donegal by British troops.

Lieut. Mead of the Army Service Corps was shot dead and a staff surgeon was seriously wounded in an attack from ambush on a road near Dublin this afternoon.

Two of the four members of the Northern Liaison Commission have been appointed, Col. Sutton and Major Clemenson representing the British authorities on the Southern British Commission. Col. Allgood will be the chief British representative, with Lieut. Col. Montague Bates and Boys as alternatives. The Dublin authorities have appointed Dr. Ward as one of their representatives.

CHARGE BANKERS FIGHT PAYMENT OF SOLDIER BONUS

Financial Interests Said to Claim First Chance at British Interest on Debt.

By David Lawrence.
(Special Correspondent of The Evening World.)

WASHINGTON, Feb. 20 (Copyright, 1922).—The bonus problem gets bigger and bigger. Mere negatives from the executive end of the Government fail to stem the tide of sentiment on Capitol Hill for some kind of a bonus. The Democrats, who are not displeased over the political discomfiture of the Republicans, are telling the Legion men that if the Republicans really wanted to pass a bonus and pay it, they could.

But where would the money be obtained? One Democratic Senator told the writer to-day that the British Government was ready and able to pay a part of its debt to the United States Government and was also able to pay interest and a part of the sum borrowed from American banking concerns before the United States entered the war in 1917. He insisted that back of the fight against the bonus was the determination of these banking interests to get their money before the American Government received anything from England.

This kind of argument is hard to trace down. The Anglo-French loan floated in the United States before the war amounted to \$500,000,000. The interest payments have been regularly met. If any sum beyond that are owed to American munition firms, the Treasury hasn't the figures. Some estimates run as high as \$5,000,000,000, but the statistics cannot be verified.

The question of whether American private firms shall receive from the Allies the money owed them ahead of any payments on the American Government's debt is something the funding commission will be appointed by President Harding will have to thresh out with the Allies. This commission consists of the Secretary of the Treasury and two members of the Cabinet as well as a representative of the Senate and House.

Certainly it looks now as if the work of this funding commission will be subjected to more scrutiny than anybody imagined when it was first proposed. While it is true that the White House had declined to promise to use any funds received from Allied payments as a basis for paying the soldier bonus, the reason given was simply that no one knew at the moment how much was forthcoming. If the plan, therefore, to postpone indefinitely the enactment of a bill providing for the bonus is accepted, the measure will crop up again just as soon as there are any available funds from any source.

The end of the bonus problem is not in sight. Schemes galore are

FUNERAL DIRECTORS.

When Death Occurs Call Columbus 8200 FRANK E. CAMPBELL "The Funeral Church" Inc. (NON-SECTARIAN) Broadway at 66th St.

High School Librarian Dies at His Desk.

Seth Pope, a teacher, assigned as librarian in the boys' high school at Marcy Avenue and Madison Street, Brooklyn, was taken suddenly ill at his desk to-day and died before a physician could reach him. Mr. Pope was fifty years old and lived at No. 310 Washington Avenue, Brooklyn. He had been attached to the high school for about three years.

HOW DO THE VETERANS STAND ON A BONUS OR THE BOOTLEGGER?

What is the real sentiment of the war veterans of the States of New York, New Jersey and Connecticut? With the President opposed to the forms of direct taxation proposed by Congress, would the veterans favor a modification of the Volstead Act, taxing the sales of light wines and beer, to pay a bonus, thereby ending the nation-wide nuisance, the bootlegger? Write your answer in the form below and mail to the Bonus Editor of The Evening World.

Name

Home Address

Service—in what branch, whether abroad or at home and for what length of time?

.....

flourishing in the gossip of Congressional cloakrooms. President Harding stands committed to the payment of a bonus sometime. He insists that he has hitherto favored, but that he did not believe last August or this year the right time to burden the Treasury with it. He holds out hope for the future and promises faithfully to sign a bonus bill if the means of payment are found. The financial wizards of Capitol Hill are daily propounding various plans, and it is not unlikely that when the British actually begin paying interest on their debt some of that fund will be used directly or indirectly as a basis for bonus payments.

injured in an explosion on the Standard Oil tanker Ardmore on July 22, 1921, received a verdict of \$25,000 to-day from a jury before Justice Van Sicken in Supreme Court, Brooklyn. The suit was against the Morse Dry Dock & Repair Company, at whose yards the tanker was being overhauled. A sad arising out of a death in this accident was ended last week with a verdict against the Morse Company of \$25,000.

A WHET OF OYSTERS

Hygiea, the classical goddess of health, gave the ancients many rules for good living.

Those who abided by these rules began dinner with a whet of plump, medium-sized oysters,

And ate them slowly in order that their exquisite flavor might be fully enjoyed.

The mythical Hygiea may be forgotten, but many still follow her rule at CHILDS.

An oyster stew, as made at CHILDS, is a delightful health food.

CLOTH SAMPLE TRAPS DANCER AS SUIT THIEF

With Cline Supplied by Fastidious Victim, Detective Makes Arrest.

Parasque Parone of No. 323 West 49th Street is given to distinctive clothes. Almost in his raiment scenery. For that reason Louis Melito of Jamaica was held in \$1,000 bail in West Side Police Court to-day, charged with breaking into the Parone apartment and stealing six suits of clothes. Parone supplied Detective James Manney with samples of the cloth of his suits. Entering a dance hall in Columbus Circle yesterday, Manney's attention was attracted by the outer habiliments of one of the men. He waited until the dancer came around. One sample matched the suit, he said, and the wearer of the suit was Melito.

GETS \$25,000 VERDICT AGAINST MORSE DRY DOCK CO.
William J. Connolly, forty-five, of No. 312 56th Street, Brooklyn, who was

Advt. on page 10

White Rose

The all-Ceylon Tea

When Winter rattles the window panes—What comfort and cheer in White Rose!

BERMAN BROTHERS, Inc. New York Proprietors of "White Rose" Coffee

.....

.....

.....

.....

.....

.....